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S-2-2007 Northview Estates Subdivision – Final Plat Boyd Brown R-1-8 Zone 57 Lots 23.5 Acres

BACKGROUND

Mr. Boyd Brown is requesting final approval for the Northview Estates Subdivision. The subdivision received preliminary approval in June 2007. Over the past year, the developer has been coordinating issues related to the Mountain View Corridor and railroad crossing. Although all of the issues are not yet resolved, the final plat is ready to be reviewed.

The subdivision is located east of the Rocky Mountain Corridor and future Mountain View Corridor. The attached map shows UDOT's new alignment and its relation to the proposed subdivision. The new alignment will affect lots 1-11. However, the remainder of the subdivision can develop without impacts from the new alignment.

STAFF/AGENCY COMMENTS:

Public Works Department:

- X Authorization required of ditch/water users for any abandonment, relocation, piping or any other modifications to existing ditches or irrigation structures.
- X Concerns regarding ground water investigation as it relates to surface water and shallow ground water. A soils report will be required and a review will need to be done by the City prior to a final plat.
- X Will need to coordinate storm water issues.
- X Contact Salt Lake County Auditor=s Office for approval of street names and subdivision names.
- X Revisions to plat required.
- Street cross sections to be approved by the City Engineer.
- Approval from Rocky Mountain Power regarding access through their corridor.

Building Division:

X Will need to review the soils report.

Utility Companies:

X Standard Utility Easements required.

Granger Hunter Improvement District:

- X Project is subject to all GHID requirements and design standards.
- X Concern regarding sewer connections under the DR&G Railroad and easement widths.

Fire Department:

- X Proposed fire hydrant locations need to be shown on subdivision plat.
- X Project shall meet all provisions of Fire Code relating to this type of development.

ISSUES:

The Northview Estates Subdivision consists of 57 lots on approximately 23.5 acres. Lot sizes range from 8,000 square feet to 25,4236 square feet. The average lot size has been calculated at just under 10,000 square feet. There are a number of lots in the subdivision that do not meet the 80-foot frontage requirement. For these lots, the developer is applying a provision in the ordinance that allows up to 25% of the total lot count to have a reduction in the frontage of up to 15%. For these lots, dwellings will need to be 200 square feet larger than the size specified in the development agreement. In addition, all dwellings will be 100% masonry as defined in the development agreement.

During the rezone process, the Planning Commission and City Council negotiated a development agreement. This agreement addresses building size, lot size, architectural style, building materials, and front yard landscaping. Provisions of this agreement will be addressed with each home builder and will be reviewed as part of each building permit.

Access to the subdivision will be gained from 6000 West and from a future connection to 4700 South. During the preliminary process, staff explained that due to the proposed highway, access from 6000 West to 4700 South would likely be eliminated. During the last year, staff has met on numerous occasions with UDOT, and Mr. Brown regarding this subdivision and access challenges. These discussions have generally centered on the best way to plan for residential development in this area while trying to accommodate the proposed Mountain View alignment.

During those discussions, staff learned that the existing 6000 West would not connect with 4700 South. During the approval process for the Vistas Subdivision, the Planning Commission and City Council made known their intent that a connection from 6000 West to 4700 South was a necessary component for successful traffic circulation in this area.

During the last year, the developer has formalized a road design that provides a connection from 6000 West to 4700 South. This design has received the approval from UDOT and the City staff. The minor collector road has been designed to cross the corridor at a 90 degree angle which will help lessen future bridge concerns. In addition, the proposed road alignment going south to 4700 South is the best possible location because of steeper slope concerns on property to the west.

The City Public Works Department has suggested that the improvements installed for the crossing at 6000 West, along with the future crossing arms, could be moved to this location. This would help reduce costs for the rail crossing and would help facilitate getting this crossing built.

As mentioned during the study session, the alignment of the highway as reviewed during the preliminary plat, has recently changed. The alignment has moved to the southeast, thus potentially eliminating lots 1-11. Because it is not known for sure what impact this modification will actually have, the developer is moving forward with the plat design approved by the Commission in June 2007.

The subdivision is located in an area that has some challenging ground water problems. A soils report has been provided to address these concerns. According to the report, groundwater was encountered in various locations at a depth of 11 feet. Other areas within the subdivision did not exhibit any ground water.

The City Engineering Division has expressed concerns regarding the subdivisions drainage. In order to address this concern, the developer is providing a 20-foot storm drain easement between lots 37 and 38. This easement will be in favor of West Valley City and will serve the needs expressed by the Engineering Division. The developer will be responsible to coordinate the easement location with the railroad company and property owner to the east. Said agreements shall be signed and in place prior to plat recordation.

The southern and eastern boundaries of the subdivision are adjacent to the Denver & Rio Grande Western Railroad. City ordinance requires that this area be fenced with a 6-foot non-climbable chain link fence.

The proposed subdivision is located in the outer ring of the overpressure zone. City ordinance will require that certain construction standards, specifically stronger windows be applied for new dwellings. A note regarding the OPZ will be attached to the subdivision plat.

As with other subdivision development in this area, there are concerns with the noise from concerts held at the USANA Amphitheater and from potential impacts of the Frito Lay manufacturing plant. These concerns were addressed with the Vistas development agreement, but have not been with this developer. Staff will recommend that similar notes be placed on the plat notifying potential residents of these impacts.

STAFF ALTERNATIVES:

- A. Grant final plat approval for the Northview Estates Subdivision subject to the following conditions:
 - 1. That the Subdivision be guided by the recorded development agreement. All builders in the subdivision shall be provided a copy of this agreement from the applicant.
 - 2. That the developer contact the Salt Lake County Auditor=s Office regarding the subdivision name and all street names associated with the development.
 - 3. That compliance be made with the Granger Hunter Improvement District i.e., water line extensions, connections, water rights and fire protection.

- 4. That the developer coordinate issues regarding storm drainage with the City Engineering Division.
- 5. That the developer coordinate all matters associated with any irrigation or open ditch systems with the City Engineering Division. The developer shall coordinate this issue with any water users and the City Public Works Department as part of this recommendation.
- 6. That the minor collector street be platted to a 60-foot right-of-way. All other interior streets, including design shall be approved by the City Engineering Division.
- 7. That all recommendations outlined in the soils report be followed.
- 8. That all single-family dwellings be subject to the construction standards outlined in Section 7-10 of the West Valley City Code. This section outlines the requirements for construction within the Overpressure Zone.
- 9. That a note be placed on the plat notifying potential residents that this subdivision is located near manufacturing property and an entertainment venue, and may be subject to noise and odors associated with manufacturing and entertainment uses.
- 10. That the developer coordinate the rail crossing with UDOT, adjacent property owners, D&RG Railroad and City Public Works Department. If the crossing is not resolved after the first 30 dwellings are constructed, secondary access will be required.
- 11. That the developer coordinate access through the power corridor with Rocky Mountain Power.
- 12. That all lots adjacent to the existing railroad be fenced with a 6-foot black coated chain link fence.
- 13. That the developer coordinate the storm drain easement with the Denver & Rio Grande Western Railroad and with the Defa family. Said easements shall be reviewed and approved by the Engineering Division prior to plat recordation

B. Continuation in order for the developer to address concerns raised by the Planning Commission.

Applicant:

Boyd Brown 6965 S. Union Park Center #160 Midvale, UT

<u>Discussion</u>: Steve Lehman presented the application. Commissioner Matheson asked where sewage will flow. The applicant, Boyd Brown, explained that the sewage system will connect into the Cape Vista Subdivision. Commissioner Conder asked where secondary access will be obtained if the railroad crossing issue isn't resolved. Mr. Lehman discussed various potential places and indicated them on the map. He added that this will likely not be a problem.

There being no further discussion regarding this application, Chairman Woodruff called for a motion.

Motion: Commissioner Conder moved for approval subject to the 13 staff conditions.

Commissioner Davis seconded the motion.

Roll call vote:

Commissioner Conder
Commissioner Davis
Commissioner Fuller
Commissioner Jones
Commissioner Matheson
Chairman Woodruff
Yes
Yes
Yes

Unanimous- S-2-2007- Approved